afternoon.

castaways.

earthquake.

++ NEW YORK, SATURDAY, FEBRUARY 23, 1907. - Copyright, 1907, by The Sun Printing and Publishing Association

PRICE TWO CENTS.

BEACHED A 71 FOOT WHALE.

BUT NOT UNTIL HE'D TOWED FIVE BOATS FAR OUT TO SEA,

Amagansett Has the Liveliest Kind of a Winter Day With Old Whalers All on the Job-Will Vield ME Barrels of Oll. Says Expert-Smaller One Caught, Too.

Who could not tell a lie: I did it with my harpoon gun!"
I heard the skipper cry.

If on the facts you think I'm shy I do not care a darn: it may be wrong to tell a lie, But not to spin a yarn."

-Warbitnes of a Wholer Although it was a Yankee holiday, then was one school that was attending to business yesterday morning. It was a school of whales, and it selected a part of Uncle Sam's rolling back yard that whales properly schooled might have known enough to sail past. That was off the shore of Amaganestt L. I., where there is a settlement of veteran whalers equipped with everything invented to prevent whales growing old enough to

spout at the annual banquet of their alumni. Nobody may know with certainty just how large a school it was that came into view of the watchers in the several towers of the life savers just after dawn. The man in the Amagansett tower saw three, the man five miles to thewestward observed four or five, and another spyglass operator five miles further west got a view of several more. Other folks who used the plain glass of the village marching club had still larger visions of the school.

It was a bitter morning, the temperature being close to zero, but if the mercury had burst the bulb it would not have frozen the spirits of the grizzled folk whose chief lelight in life is to chase whales. It has been many years since the veterans have een at a killing off shore, and never before has so large a cetacean been seen blowng within less than two miles of the beach.

The first man to run down past the snow capped dunes to the frozen edge of the sea was Capt. Josh Edwards, retired seaman and whaler, still a good hand at an oar, although 76, and tough as a shark's hide and straight as the trident of Naptune. He got a crew of six men, mostly fishermen whose experience as whalers had een in offshore battles near Amagansett, and launched his boat, with harpoon gun in the bow. Capt. Gabe Edwards, brother of Capt. Josh, had his own boat, fitted with a gasolene motor, rushed through the surf. which was five feet tall and covered the oilskinned fishermen with frozen spray, giving them the aspect of so many Santa

Three other crews launched fishing dories and the five boats put after the nehore whale, which was not more than two miles off the beach.

The big boat of Capt. Josh had the lead and kept it. It was clear that the whale was a monster, the biggest ever seen by Amagangett folk, and that he did not seem to care much whether or not all the whaling talent and pluck of the village were after apparently got scared and steered a course up the coast. Capt. Josh was within a quarter of a mile of the big one when he breached, waving his flukes in a manner that seemed derisive. But he came up again, and if the skipper had not been so close to civilization and had seen whales more frequently in recent years he might have been tempted to shout "There she blows!" That's what she, or he, did several

When Capt. Josh was within twenty-five yards of the whale he decided to fire the harpoon. He feared that if he delayed longer the big fellow would be frightened by the following squadron of boats and scamper below. The harpoon struck the whale over the lungs. He gave a mighty leap, clearing the surface of the sea and spouting blood, and then vanished head first beneath the boiling sea. The harpoon line went hissing out as the boat bounded off in the wake of the whale. He rose to the surface, lashing the seas about him into surflike yeastiness. By this time all the boats were within a radius of a few hundred feet of the angry whale. He started around in a circle, smashing the troubled surface into geysers whose spray fell in some of the boats, with mighty perpendicular strokes of his flukes. Several times the giant mammai swung around the circle dragging. the whaleboat after him like an extra tail The other boats had to manœuvre rapidly and craftily to escape a stroke of the flukes, which would have smashed the stoutest of them to flinders. Finally the men in the following boats decided, to escape possible destruction, to tag on to Capt. Josh's boat.

Painters were quickly passed and made fast from bow to stern and the energy of the whale slackened a bit. He dived repeatedly, and every time he came up he beat the sea into frothy commotion with slashing blows of his flukes. Capt. Josh, who has stood up in the bow of many boat in the olden time and harpooned whales in the old fashioned way, trusting to personal energy, nerve and aim to make a hit, said he had seen whales in many waters, from the Arctic seas to the equator, put up fights for their lives, but that the big fellow he tackled yesterday was the boss scrapper of the seventy-seven seas

After he had become tired of chasing himself around in a circle he headed for the open sea. He sometimes attained a speed rate of twenty knots, Capt. Josh eaid, even with his string of five boats and the propeller of the gasolene launch

The spyglasses in the towers of three life saving stations were levelled at the procession heading for a foreign shore and bets were laid that Capt. Josh would make a new record to Queenstown. Five hundred people who had heard of the sighting of the whale and the fight had come down to the beach and were making an effort, with field and marine glas and the naked eye, to see how the battle was going. There was general confidence that Capt. Josh would win before he reached Europe. The whale showed no disposi tion to turn toward the beach, thus indicating that he might be a foreigner and wanted

to go home again.

The observer in the Amagansett tower innounced at 11:30 A. M. that the whale had ceased to tow and had become the towes. The crowd on the beach received sage from the tower and cheered The whale was not coming back with the same speed that he went out. It was estimated that the boats were making a bit more than two miles an hour and that they

were ten miles off shore when the whale gave up the struggle. Folks with relatives in this city and in towns and villages along the line of the Long Island Railroad went to the telegraph office and sent messages telling of the capture of the whale and inviting the recipients of the despatches to come out and see the great creature

Many of them came, swelling the crowd to nearly a thousand. There were some in carriages and automobiles, but the majority came in farm wagons and other country

The carcass was towed into the surf about one hundred yards west of the life saving station. George H. Mulford, one of the life savers, launched a surf boat, came in with the whaling party and helped to anchor the whale. It was a few minutes after 4 o'clock when this was accomplished with a stout line, one end made fast to a stake on the beach and the other fastened to the nose of the whale. The tide was high, and with every surge the whale rolled as if it were alive. Capt. Josh said it was a great prize and that the whalebone and oil ought to bring about \$2,000. He said it was a right whale and in splendid condi-

The first estimate of the length, while the whale was battling with his slayers, was that he was about ninety feet long. In the great splurging he made in his rage and fear he seemed the biggest cetacean ever. Capt. Josh got a carpenter's tape line and measured him accurately, stretching the line from a boat at his head to another at the tip of one of his flukes. The carcass is exactly seventy-one and a half feet long. The pectoral fins are six feet long and three feet wide at the widest part. When Capt. Josh came to size up the flukes he said they reminded him of the propellers of a big steamship. They measure fifteen and a half feet across from tip to tip and are five feet the other

way, fore and aft Lining the mouth of the monster, in which Jonah might have slept with several bedfellows and still have had some room to spare, is baleen, or whalebone, nearly nine feet deep. Capt. Josh believes that the whale will yield about eighty-five barrels of oil. When the sun went down last evening there were more than a thousand persons looking at the whale, which was almost high and dry, the tide having re-

ceded so that the carcass rolled no longer The forty-footer, a calf, that went up the coast was sighted off Wainscott, seven miles west of Amagansett, by Capt. Oliver Osborne, also an old whaler with a modern outfit. Two boats went out after the little fellow and surprised him, landing him at noon. He did not put up much of a fight.

An unconfirmed report of a third whale having been killed off the Georgica life saving station, near East Hampton, was denied by the lifesavers. Capt. Everett Hand of that place shot a harpoon into a whale which got away. He was forced to cut the line, according to a report that comes here, to save his boat. The harpoor did not strike a vital spot.

Capt. Josh's whale will probably be cut up on Monday. The hope of the residents that an on shore breeze may not set in just after the carcass begins to shriek for antiseptics.

ARRESTED AS BANKER WALKER.

GALVESTON, Tex., Feb. 22 .- A man answering the description of William F. Walker, the absconding treasurer of the New Britain Savings Bank, has been arrested by two detectives who followed him and his companion from New York. The old man says his name is George

Copiey and that he is a director in the New Britain bank. His companion gives his name as Henry Noble of Boston.

The detectives followed the two mer rom New York on a Morgan liner to New Orleans, thence to Galveston

Copley refused to discuss the Walker case at all. He says the reason he avoids discussing the absconding treasurer is because Walker is a lifelong friend of his.

Copley and Noble are exchanging messages with relatives and friends in Boston and New Britain in an effort to establish their identity and that they have no con-

nection with Walker The captain of the Morgan Line steamer told the detectives that he was personally acquainted with George Noble of Boston and that his passenger was not the same

The officers say the man is Walker and that he planned to leave here for Mexico

HEAVY SUITS FOR THE WRECK.

expectation That \$1,500,000 Will Be De

WHITE PLAINS, N. Y., Feb. 22.—It became known at White Plains to-day that as a result of the wreck of the Brewster express near Bronx Park last week suits for damages aggregating \$1,500,000 will be brought by at least 100 passengers that received injuries and by the relatives of the dead.

Myron B. Evans, railroad president and president of the White Plains Y. M. C. A., who was killed, was drawing a large salary and it is said a suit for \$150,000 damages for

his death will be started by his widow.

During the past week White Plains, Pleasantville and other towns where the dead and injured lived have been overrun with claim agents of the railroad trying to ettle. A large number of lawyers from Manhattan have been in town trying to get assignments from the various injured passengers to bring suits against the New York Central. Yesterday there were three lawyers at the home of H. D. Elwell of Valhalla,

whose daughter was killed in the wreck. In two cases it is known where claim agents camped out on the stoop of the home of a prominent man who was killed in the crash and awaited the return of the family from the cemetery and then tried to arrange a settlement with the widow.

May Let Texas Women Vote. AUSTIN, Tex., Feb. 22 .- The House Committee on Constitutional Amendments has reported favorably the proposed amend-ment to the Constitution which gives

Will You Help a Suffering Neighbor To-day? The N. Y. Association for Improving the Condi-tion of the Poor needs coal, food, warm bedding, shoes for 2,000 homes in distress. Send 32, 35, 810, 826, 8400, 8550 to R. S. Minturn. Treas., Room 211, 105 East 22d St.—Ade.

THE "ROYAL LIMITED." This palatial all Pullman train of the Royal Blue Line leaves New York daily at 4 P. M., for its five hour run to Washington. It is the most spiendidity equipped day train in the world, with no extra fare. Tickets and Pullman reservations secured at Ticket offices Contrai Relivad of New Infant or Balliman and Ohio Salirand.—Adv.

READY FOR HARRIMAN INQUIRY

Feel That They Have Wide Powers in Investi-Railroad Control-Comptroller of the

of the Harriman party.

any information regarding the matters discussed at the conference, taking the position that any outline of their investigations would obviously forewarn those about to be investigated.

There are excellent reasons for believing, however, that the commissioners and their attorneys consider that they have gone as far as is necessary into questions of traffic competition and that the investigation to be begun on Monday will for the most part consist of delving into the financial operations of Mr. Harriman and his associates

Just how much power the commission has in the way of inquiring into stock market transactions has been one of the perplexing questions since the investigation began. It has been granted that the commission's inquisitorial powers are very broad, but there has been a difference of opinion as to whether or not the commission could look into, for instance, such instances of stock jobbing as the reported market operations of the directors in the Union and Southern Pacific dividend scandals of last August.

of railroad development or of stock market

as comptroller of the Alton William Mahl,

In one of the early sessions of the commission Mr. Mahl testified to the fact of the agreement between the Union Pacific and Rock Island, but answered further questions regarding the relations between the two roads by saying that the books had passed out of his hands and he could not reply without reference to them. Mr Hilliard is expected to produce the books and show for the first time in just what shape the Union Pacific turned over the road to the Rock Island.

For many weeks there have been persistent rumors of sensational developments regarding the Alton, and recently these rumors have gained greater credence them on the part of the Rock Island party

regarding the Alton would be the increase of Harriman and Kuhn, Loeb & Co. pocketed abouts. This was in 1890, and ascertain ment of the truth or falsity of the charge is by the commission.

KINGSTON CABLE DESTROYED. Cable Companies Report a Sudden Inter-

been suddenly destroyed as if by an

Before this appouncement was made THE

KINGSTON, Jamaica, Feb. 22.-There was

a violent shock of earthquake this morning

which brought down several of the dam-

It was the heaviest shock since the cata-

clysm of January 14. No loss of life is

The Jamaica Cooperative Insurance Com-

course and pay the claims against it, thus

companies is, therefore, more remote.

make a report to the Imperial Government.

He is staying at the Governor's house with

GEORGE E. LOSEY A SUICIDE

Well to Do Newark Insurance Man Takes

Poison and Dies Quickly.

George E. Losey, New Jersey agent of

the Fidelity and Casualty Company of

New York, committed suicide at his home,

1129 Broad street, Newark, last night. He

drank a mixture of laudanum and chloro

form and was dead ten minutes after i

Losey, who had been a widower, married

young woman from the East three months

Last night Losey stepped into the library

and made out a check to Williams for salary

diamond ring from his finger and, taking

Losey then summoned his wife from

another room and told her and Williams

that he had taken poison. He added that

he would have shot himself had Williams'

desk, in which there was a revolver, been

open. Williams summoned Dr. J. A. Blair

who lives in the adjoining house, and he

responded at once, but Losey was breathing

give any reason for Losey's act, but it is

balanced his mind. Losey recently told

a friend that he had money enough to

retire. He was a member of several clubs

Will Deliver an Address.

WASHINGTON, Feb. 22.-The President

and Mrs. Roosevelt, accompanied by Mr.

and Mrs. Nicholas Longworth and Miss

Ethel Roosevelt, left Washington this after-

noon to visit the President's sons who are at

express train on the Pennsylvania road.

to-morrow at Harvard and Mr. Roosevel

will deliver an address before the Harvard

Union to-morrow afternoon. In the even-

ing be will attend the initiation of Theo-

ington that evening, arriving Monday morn-

ing. Mrs. Longworth will visit her grand-

mother, Mrs. Leo, at her Lome in Brookline

The Federal Express, with the Roosevelt

private car Magnet attached, reached Jersey

City at 11:45 o'clock, forty-five minutes late.

The loss of time was caused mostly by

locals blocking the track between Phila-

delphia and Jersey City. The Magnet was

taken on the transport Maryland to Mott

Haven. A small army of Jersey City police-

men were out at the Pennsylvania station,

but all they had to do was to beat them-

selves to keep warm. The Presidential

party had all retired for the night when

JACKSON FOR CHEAP GAS.

Attorney-General Will Take Charge

Pending Litigation

ALBANY, Feb. 22.—Attorney-General

Jackson announced to-night that his office

would from this time take personal charge

of the important litigation pending in the

courts regarding the authority of the State

Gas Commission to reduce the prices charged

The investigation made by the State

Gas Commission into the complaint of

the Mayor and citizens of Syracuse against

the Syracuse Lighting Company, asking

a reduction in the prices of gas and elec-tricity supplied to consumers in that city,

was the first case outside of New York

city investigated by the State commission.

The decision of the commission has never

gone into effect because the gas com-

Attorney General Jackson to-day notified

he had decided that the complaint against

the Syracuse Lighting Company should

receive his personal attention and that the

case would be conducted hereafter from

YALE FRESHMEN WIN FIGHT.

First Class Battle Under New Rules Goes

NEW HAVEN, Feb. 22 .- The first Wash-

ington's Firthday fight between Yale freshmen and sophomores under the new rules

went to a finish this morning on the campus.

Burnett's Extract of Vanilla
Perpared from selected Vanilla beans, warranted
-- Adv.

SEARGARD FLORIDA LIMITED LEAVES N. Y. daily 1225 noon. Due St. Aug. 2:50 P. M. Scaboard Office, 1183 B'way, of any P. R. R. office.

to the Youngsters

the Attorney-General's office.

for gas and electricity in Syracuse

is still pending.

the car reached Jersey City.

early to-morrow morning.

including the New Jersey Auto Club.

his gold watch and chain, handed them to

due him to date. He then removed

ago. William H. Williams, his private

had become known what he had done.

secretary, lived with them.

Williams as a gift.

his last when he entered.

Sir Alexander Swettenham.

Sun received the following despatch:

aged buildings and caused a panie.

ruption of Com COMMERCE COMMISSION LAWYERS The cable companies reported last night HOLD MEETING HERE that the cable to Kingston, Jamaica, had

gating Stock Transactions Affecting Alten to Be One of the Witnesses.

E. B. Kellogg and C. A. Severance of St. Paul, attorneys for the Interstate Commerce Commission, which meets here on Monday, in the course of a long conference at the Waldorf yesterday made additional preparations for a second excursion to that upper world of finance where, so William Nelson Cromwell said, E. H. Harriman dwells and which the ordinary stockholder may not enter. There participated in the conference a number of men well informed regarding various financial transactions

Neither of the attorneys would impart

in connection with Union Pacific finances.

"The commission can investigate any thing at all which in any way affects interstate commerce," said a man well informed on the subject yesterday. "In the case of Mr. Harriman it would not, of course, attempt to learn anything regarding his private speculations in stocks not connected with the Union Pacific in any way. but if there is any connection, however indirect, between his market speculations and the management of the railroads he controls the commission has a perfect right to find out about them. It has a right to know whether money has been loaned by the Union Pacific to any of the directors or persons acting in their behalf; whether they have used money of the Union Pacific or any of its subsidiaries to purchase stocks which later they sold to the Union Pacific at a higher price, and generally whether the heavy stock operations of the Harriman party have been conducted for the purpose

manipulation." It became known vesterday that C.W. Hilliard, comptroller of the Chicago and Alton, had been subposnaed to testify be-fore the commission. This was taken as indicating that there would be a rigorous investigation of the management of the Alton by the Union Pacific. Mr. Hilliard is an official of the Rock Island, which came into control of the Alton last fall under the well known agreement for successive man-agement of that road by the Union Pacific and Rock Island. Mr. Hilliard succeeded

who is comptroller of the Union Pacific.

"We have nothing to say on the matter one of the prominent members of the Rock Island group said this week: "Whatever comes out will have to come out through

It has been assumed in some quarters that the principal matter of investigation capitalization from \$21,000,000 to \$132,000,000, with no increase of mileage, and the old charge that a syndicate formed by E. H. some \$7,000,000 by buying bonds at 65 which they sold to the New York Life Insurance Company and others at 96 or thereno doubt considered a pertinent matter

But if reports regarding the management of the Alton by the Harriman party are to be believed there are many other things which Mr. Harriman and his associates will have difficulty in explaining. Not only. it is said, has the road been harmed by overcapitalization and the improper sale of bonds, but especially since the Rock Island acquired an equal interest in it the policy of the Union Pacific party has been detrimental to the Alton. This policy, it is said, has been manifest in traffic arrangements between the Alton and other Harriman lines, to the great advantage of the latter, in failure to keep up the equipment and general maintenance of the road and in letting it run down in various ways despite the large sums received from the sale of securi-

Mr. Harriman, Otto H. Kahn, Comptroller Mahl and Secretary Miliar have held many conferences this week. Men who have been closely associated with them say that both Mr. Harriman and Mr. Kahn, who is the managing partner of Kuhn, Loeb & Co., expect that they will be questioned regarding the financiering of the Harriman lines and the various stock and bond syndicates from the time, in 1808, when the Union Pacific was purchased down to the present. They have endeavored as far as possible, it is said, to anticipate the questions of the commission and prepare themselves on every point that is raised.

HUGHES ON BUSINESS WRONGS.

SPEAKS FOR A SQUARE DEAL FOR BUSINESS MEN.

Says Time Has Come When Favoritiem and Discrimination of All Sorts Must Coase -Declares Business Men Are Honest and Want to Work on the Level.

DETROIT, Feb. 22 .- The principal speaker at the Detroit Board of Trade this evening was Gov. Hughes of New York.

Mr. Hughes informed his audience that his talk would be informal, but his discussion drifted into the duties of business men toward the State and of the Government toward the people.

He said the time had come to take action pany, a purely local organization, has now against greed and monopoly. He spoke in definitely denied liability for losses in the part as follows: great earthquake. It had been hoped that "We have great opportunities in this the local company would take the opposite country for the development of State gov-

making a precedent by which to force the ing that are purely local in character and refore must be locally dealt with. British companies to pay. The possi-"I believe the great mass of business n bility of securing payments from outside would rather do business on the level than in any other way, and on this account I pay Lord Frederick Hamilton has arrived no attention to the idea that business men to investigate the entire situation and to are the enemies of the people or foes of

ernments. There are many questions aris-

"They desire to see an honest adminis tration of public office. The trouble has been in the past that ambition has overleaped itself. Public interest has not been properly regarded, but when it was called to the attention of the people and practices that were condoned in secret were brought to light, prompt action was taken and the mighty weight of public opinion crushed

out the wrong. "They desire above all things to see business unfettered by unjust discrimina-tions. The average business man wants to make sure no secret power or pull shall enable one to get his goods to the seaport at rates through favoritism or rebates that will give one an unjust or undue advantage over his fellow worker in the field of commerce. Such practices must stop. It has

been determined that this shall not go on. "There may be a question raised as to whether it is wise to go as far as 'this' or 'that' in the matter of regulation, but all are agreed that unfair practices must be stopped. The only question about which men are differing is as to what is the best way to stop it.

"I have great faith in the high ideals of Americans. The average American is the man you meet in the street car, at your club, in your office, in the field of labor, and he is a very decent sort of fellow, honest and clea

Neither Mrs. Losey nor Williams could "It is fortunate that the great problem we are called upon to solve arise at a time believed that drink had temporarily unwhen all are prosperous, when employers are seeking for men, rather than in times of business depression, and it is important that the business men of the country shall rise to the occasion and see that an ade-PRESIDENT STARTS FOR BOSTON. quate solution of these problems is arrived at before there is crop failure or a change Will Spend To-day at Harvard, Where He in our present prosperous condition.
"I believe, in looking into the future,

that we can be sure of many things. One is that no man shall be deprived of the initiative that has made this country so great. Every public enterprise, every enerprise that seeks a privilege from the and recognize its public obligation.

in a private car attached to the regular 5:35 "Thought and action along these lines will save us from many a sad day. We The train is scheduled to reach Boston must draw the line as to where greed must The President and his wife will spend stop and the people be protected. Those who will not properly serve the people from whom they receive their revenues are enemies of the commonwealth, sowing the seeds of discord that will harvest dore, Jr., into the Porcellian Society. On Sunday they will visit Kermit Roosevelt at Groton School and will leave for Wash-

"The patriots of the country to-day are not those who will respond to a call to arms, the patriots of war, but the patriots of abstinence, self-abnegation and the willingness to sacrifice something for the public weal in this time of peace. "Recognizing the need of Government

intervention in public business enterprises. every public officer must act upon the square, must square his course with fearess justice, and there must be square dealings in every department of the government of the State. What we demand from others we must give ourselves."

The great room rang with the applause at the conclusion of Gov. Hughes's remarks and he was interrupted several times by the clapping of hands. Before he could sit down the entire company was on its feet giving three cheers for the fearless Governor of the State of New York.

TWENTY-ONE MEN BREAK JAIL Prisoners Knock Down Turnkey and Wall Out in Daylight.

DOVER, Del., Feb. 22.-Twenty-one prisoners in the old Kent county prison broke ail in broad daylight at 5 o'clock this

The delivery had been carefully planned. The prisoners were out for exercise in the corridors. Philip Shepard, who shot a magistrate and a constable at Kenton, with a short arm swing knocked Turnkey John Hartnett to the floor unconscious. Shepard and Oliver Page, the murderer of Martha Rochester, took the keys from

nis pockets. Page and Henry Knapper, who incited the camp meeting riot in which George cany obtained a restraining order from Jackson was killed, unlocked the outer the courts and the litigation over the matter door. Ira Tuff and William Fisher shouted the news along the upper corridors, and all of the twenty-one men out for exercise Walter W. Magee, Corporation Counsel of Syracuse, who has had charge of the liti-gation for the State Gas Commission, that walked away.

Capt. Satterfield's military company was soon called out. They fired into a group which they had surrounded in a thicket near Baker's Landing, and captured Henry Knapper. They had put four bullets through Knapper's hat. The search for the others is still on.

COMET SCARE STORY. Italian Scientist Said to Think the World's in Danger From Flery Tail.

Special Cable Desputch to TRE Sus London, Feb. 22.-A despatch from Rome to the Daily Mail reports Prof. Matteucci of the Vesuvius Observatory as saying that toward the end of March the substance The freehmen won.

The new rules which governed the rush this year provided that the class that had the most hands gripped on the fence rail between two designated posts painted white would be declared the winner at the expiration of a specified period.

The only weapons permitted to the configuration of the new comet discovered by Marchetti will come in contact with the earth's atmosphere, with consequences probably dangerous to the world. His brother is of the same opinion The danger may be brief, although ever

then it necessarily will be acute. If the earth comes into collision with the comet's tail the earth's atmosphere may possibly cause ignition and life would be destroyed Prof. Matteucci adds that important phenomena are to be expected as the result of the recent big sun spot.

P. R. R. FLYER WRECKED.

Three Cars Jump Track at Southferk, Pa -No one Killed.

ALTOONA, Pa., Feb. 23 .- The eighteen hour Pennsylvania flyer, westbound, which left here forty-six minutes late, was wrecked at Southfork, six miles from Johnstown, at 11:46 o'clock last night.

The locomotive and combination smoker and passenger coach left the rails but kept on the track. The two Pullmans and an observation car rolled down an embankment into the Conemaugh River, which is very shallow.

Information received here makes it cer tain that no one was killed or seriously

injured. The train carried fifty-four passengers when it went through here.

ANGRY AT TURKISH EVASIONS. Leishman Suspects Yildlz Plotters o Working Against Missions.

Special Cable Despatch to THE SUS.

LONDON, Feb. 23.—The Constantinople correspondent of the Times represents that the patience of Mr. Leishman, the American Ambassador, is exhausted by the Porte's non-fulfilment of its repeated promises regarding the rights and privileges American missionary estab in Turkey. He makes it known that he can no longer tolerate the way in which the American schools and hospitals are being obstructed.

Despite the formal assurances given to him he is more determined to take a strong line, as he is convinced that the difficulties are not due to the Sultan or his responsible advisers, but to certain members of the Yildiz camarilla, whose interference he resents.

R. A. C. SMITH SHAKEN UP. Cab He and J. F. Gibbons Were Riding In

ashed by Electric Hanson A closed cab containing R. A. C. Smith president of the American Mail Steamship Company, and John F. Gibbons, presider of the American Agricultural Chemical Company, was hit by an electric hansom at Madison avenue and Fifty-fourth street late yesterday afternoon and just about demolished. Mr. Smith and Mr. Gibbons

escaped injury but were badly shaken up. The electric hansom was going east through Fifty-fourth street and hit the cab about amidships, driving it across the street against the curb. The cab didn't overturn. John O'Neil, its driver, was thrown to the pavement and severely bruised. William Townsend, the driver of the hansom, also got a header but he came up without a scratch. He was arrested on a charge of intoxication on the complaint of O'Neil. Two wheels of the cab were smashed, both doors and all the windows broken and one side jammed in. The electric hansom belonged to the New York Transportation Company.

SMALLPOX IN LEGISLATURE.

Member of Missouri House "Breaks Ou in His Seat and Causes Panic. JEFFERSON CTTY, Mo., Feb. 22 .- Panic was created in the House of Representatives iam H. Salts, member from Phillips county, had broken out with smallpox while sitting

in his seat. When it was learned what the disease was members fled and the chamber was

emptied in a minute The House this afternoon, after its hall had been fumigated by the Board of Health, adjourned to 3 P. M. Monday. A resolution, adopted with half the members in their seats, provided for the thorough fumigation

of the Capitol. Many boarding houses have refused to allow legislators to enter their houses. and Gov. Folk offered the use of the Governor's mansion to those who were unable to obtain quarters.

PLACE FOR ROBERT LYNN COX.

Ex-Assemblyman Gets \$12,000 Job With Former Assemblyman Robert Lynn Cox

of Buffalo, who was a member of the Armstrong investigating committee, has been elected secretary and attorney of the recently organized Association of Life Insurance Presidents, of which Grover Cleveland is chairman and counsel. Mr. Cox will at once establish headquarters in New York. His salary will be \$12,000 a year.

Mr. Cox was one of the sub-committee of three which drew up the recommendations of the Armstrong committee to the Legislature. He also introduced the amendment to the corrupt practices act prohibiting corporations from contributing to political campaign funds. It is understood that he was Gov. Hughes's candidate for Superintendent of Insurance to succeed Otto Kelsey. Mr. Cox was born in Illinois in 1865 and moved to Buffalo in 1885. He was elected to the Assembly in 1892, 1893, 1894 and 1805.

AUTO HITS MAN-SPEEDS AWAY.

Machine Was Running Fast and

John Dugan, a grocer, of 587 President street, Brooklyn, was knocked down and run over at Eighty-fifth street and Broadway last night by an automobile. The machine was going very fast when it struck him and he was dragged nearly a block. Those who saw the accident say that the driver of the auto did not slack speed after striking the man. No one had presence of mind enough to note the machine's number and the police have no hope of making an

arrest if Dugan should die, which seems

Dugan, after being lifted from the roadthe J. Hood Wright Hospital by a policeman of the 100th street station. Two nomen, who refused their names but said they lived in Bretton Hall, Eighty-fifth street and Broadway, stopped to wrap their cloaks about Dugan and kept him from freezing to death while waiting for the ambulance. Dugan was so badly bat-tered that it was impossible to decide as to the extent of his injuries.

All Deerfoot Farm Sausages. are made at the Farm, in Southboro, Mass. Their success is owing to the choice materials and the neatness and cleanliness of the preparation.—Adv.

7:10 P. M., 9:25 A. M. and 9:25 P. M. Unexcelled service via Penn. & Atlantic Coast Line R. R. Florida Information Bureau, B'way, cor. 30th St.—Adv.

HEROIC EFFORT SAVES ELEVEN

WOMEN STILL ALIVE ON WRECK OF STEAMER REBLIN.

ween Wilhelmina's Consort Goes Out in Tug Which Brings In the Rescued -Desperate Risks Taken by Dutch Life

Saving Crews-Over 100 Lives Lost. Special Cable Despatch to THE STN. HOOK OF HOLLAND, Feb. 22 .- By dint of noble courage and dogged perseverence which could not have been exceeded by any men in the world the Dutch lifeboat men and tug men saved three women and eight men from the wreck of the Berlin this

The rescuers worked for nearly thirtysix hours in furious seas, smothering snowstorms and intense cold. They were repeatedly baffled by waves which threatened to smash their small vessels like cups against the pier or the wreck. They returned again and again whenever a change in the tide or a temporary abatement in the fercoity of the gale caused a revival of hope, however slight, that they might reach the

They were all animated by a spirit, which was put into words by Prince Henry, the husband of Queen Wilhelmina, after he had made his first visit to the neighborhood of the wreck on board a tug.

"We will not give up until we have saved them. We must get them somehow," said the Prince, and not a man among the crews but had the same determination.

Their heroism was rewarded. Even now, however, their task is not completed, for there remain on the wreck two or three women whom fear or exhaustion prevented from using the lifeline by means of which their companions were rescued.

Renewed efforts are now being directed to saving them, and as the gale has abated and the weather cleared somewhat there is considerable hope of success.

After Prince Henry returned from his first trip on the tug, in company with the leading lifeboat men, to investigate the position of the wreck, an informal conference was held to discuss the possibility of new methods. It was at first proposed that a man walk along the pier, held by ropes, and carry a line to the wreck. The waves, however, were still yards high, converting the whole two miles length of

the pier wall into a mass of foam. This scheme being abandoned, all the lifeboats and tugs put out again at 1.30 in the afternoon, the veteran lifeboat captain Jansen commanding. Prince Henry was on the tug Helvoetsluis. Their object was to get in under the wreck, climb the pier and reach the survivors from it.

The weather being less furious there was greater hope of success than before, but other dangers threatened So many vessels have been lost off the head of the pier that the bad of the sea is strewn with wreckage. such as iron frames, keels and masts, and if any rescuing vessel was dropped on any of these by sinking in the trough of the sea

her bottom would surely be ripped out. Fortune and skill combined averted such mater Jansen's lifeboat Van Heel, with the Helvoetsluis standing by reached the near neighborhood of the wreck and launched a small boat with a picked crew. What took place is thus told by one

of the intrepid mariners: "We put off. I was at the head of the boat with a coil of thin rope, to which a hawser was fixed. When as near as possible to the scene the boat was allowed to drift on to the pier. The surf was so heavy when we got near that the boat turned round and reached the pier stern end on. So I threw the coil to the mate, at the stern, and as we approached on the next wave

he jumped out and ching to a pillar. "The next wave washed high over him, but he held on, and each time the water receded he pulled the heavy hawser nearer and the line was fixed. The steam tug next anchored and we were all able to wade along the pier, breast high in tho water, to the place of the wreck.

"The first man to reach it was Ree.

came next. Ree walked to the lighthouse, past the wreck, and found a broken rope hanging down the side of the Berlin. He called to the survivors: 'Let yourselves slide down. We will save you.' "One by one seven men, three women and a boy of 16 came down. These were carried one at a time through the surging

water, breast high, to the piles, where we shipped them into the small boat, which changed them to the steamer. "Here I want to say a word of praise of our Prince Henry. He worked as hard at pulling the boat and hoisting the survivors as any of us. All honor to him for a man of sympathetic feeling. To-day's work will

help to endear him to the Dutch people.' The salving operations after the first man mounted the pier could be watched with glasses from the shore. The survivors could be seen following the movements of their rescuers with eager anxiety. They stood in a little group in the stern of the

Every now and then they were joined by a new figure coming out of the smoking room, where they had been finding refuge in the awful weather. The onlookers, who numbered thousands, great numbers having come from

At last a snowstorm blotted out everything for three-quarters of an hour. Afterward it was learned that the work of rescue went on steadily, the survivors, one after another, being transferred to the Hel-

voetsluis. It was not until 5 o'clock that the sire of the Helvoetsluis heralded the approach of the rescuers with the survivors. Then way, lay on the sidewalk a full hour after of the rescuers with the survivors. Then a call for an ambulance had been sent to the forethought of the Government, which had sent a big force of police to the scene, was immediately realized. The huge crowd of curious onlookers, whose presence added greatly to the difficulty of the authorities. became so excited, rushing to get the first glimpse of the incomers, that but for the control of the police and soldiers disasters along the shore might have happened

eclipsing that of the sea. Meanwhile the most careful preparations had been made on behalf of the sufferers. Six automobiles, including Prince Henry'c. awaited to take them to the Hotel Amerika. where a special medical staff and nurses were ready and the hotel staff busy pre-

paring broths and restoratives. The first to arrive in the harbor was Capt. Jansen's lifeboat, and any foreigners acsociating stolidity with the Dutch character

neighboring towns, watched with intense interest while those rescued passed down the rope to the point of the pier, where the tug's boat took them aboard.